

Metropolitan Observations—Taken at Signal Station at the Same Moment.
SACRAMENTO, August 18, 1912—8:02 P. M.

Place of observation	Height of barometer	Direction and force of wind	Direction and force of surface current	Direction and force of bottom current	State of the weather
Olympia	29.96	N. W.	Light	Clear	Clear
Portland	29.96	N. W.	Light	Clear	Clear
San Francisco	29.96	N. W.	Light	Clear	Clear
San Diego	29.96	N. W.	Light	Clear	Clear
San Jose	29.96	N. W.	Light	Clear	Clear
San Luis Obispo	29.96	N. W.	Light	Clear	Clear
San Mateo	29.96	N. W.	Light	Clear	Clear
San Rafael	29.96	N. W.	Light	Clear	Clear
San Simeon	29.96	N. W.	Light	Clear	Clear
San Simeon	29.96	N. W.	Light	Clear	Clear

Maximum temperature, 92; minimum, 59.

JAMES A. BARWICK, Sergeant, Signal Corps, U. S. A.

THE WEEKLY UNION.

This morning the second part of the WEEKLY UNION is issued. The first part appeared on Wednesday. Each contains 50 columns of matter, and nearly all of it is reading matter and news accounts. The WEEKLY UNION by its double issue goes out to its readers with fresh news and often news that is possible to the daily press. It is the fullest telegraphic news, State and coast news, the most reliable market reports, the latest editorial, the latest fiction and fiction notes, and is the only paper that has a complete and specially edited agricultural department under the control of a skilled practical agriculturist. The WEEKLY UNION is sent to any address one year, postage paid, for \$2.50.

THIS MORNING'S NEWS.

In New York Government bonds are quoted at 119 1/2 for 4 1/2; 114 1/2 for 4 1/2; 101 1/2 for 3 1/2; sterling, \$4 80 1/2; silver bars, 114.

Silver in London, 51 1/2; ounces, 91 1/2; 5 per cent. United States bonds, extended, 102 1/2; 4 1/2, 102 1/2.

In San Francisco gold dollars are quoted at 1 1/2 discount to par; Mexican dollars, 19 1/2; 19 1/2.

The Sierra Nevada Mining Company have levied an assessment of \$1 per share.

The annual meeting of the Martin White Mining Company was held at San Francisco yesterday, at which the old directors were re-elected.

Mining stocks were more active in San Francisco yesterday morning, and prices generally showed a small improvement over the best last Thursday.

Juan Elevera, a gambler, was taken from jail at Sacramento, N. M., by a mob, and hanged to a tree.

At Fresno, yesterday afternoon, Walter J. Brown shot and dangerously wounded Pinckney J. Henley.

H. J. Rhodes has been nominated for Congress by the Greenbackers of the Tenth Ohio District.

The Democratic of the Seventh Ohio District have nominated Major C. T. Gilpin for Congress.

Near Fort Lincoln, D. T., Thursday evening John Trumbull, Charles Trumbull and Ira Hall beat to death a man named Jacob Book.

A dastardly attempt to wreck a train was made Thursday night, near Alto, N. M., by a mob, who destroyed the train and killed the engineer.

During the past week \$3 business failures occurred in the United States.

Adam Dundane, the defaulting Treasurer of Becks county, Pa., pleaded guilty of embezzlement, and was sentenced to three years' solitary imprisonment at hard labor.

Three drunken Italians were drowned near Santa Clara, N. M., Thursday night.

Engineer Melville and party arrived at St. Petersburg, yesterday, and are expected in Washington in about three weeks.

Mr. Joyce and family have been murdered in County Galway, Ireland, by a party of men.

A fire at Red Bluff, Thursday night, destroyed property to the amount of \$500,000.

The Santa Ana Valley Bank at Los Angeles has made an assignment to the Federal Trust Company.

David G. Bigelow, a brakeman, was run over by a train on the Utah Central Railroad, Thursday night, and died in two hours.

Mr. Manos was seriously injured near Grass Valley, Thursday night, by the explosion of a giant powder cartridge.

An engine was derailed at Stony Creek, Colusa county, yesterday, and the engineer, W. C. Pickett, was killed.

Three men were frightfully burned at Chico, Thursday night, by the upsetting of a ladie of molten metal.

Mark L. Demott has been nominated for Congress by the Republicans of the Tenth Indiana District.

Fire at Truckee; also near Montgomery, Ala. The Asphes are still committing frightful atrocities in Sonora, Mexico.

Russians are concentrating a formidable army in the Caucasus.

Silver to the amount of \$115,000,000 is lying idle in the Treasury vaults at Washington.

In the Sixth Congressional District of Missouri the Democrats have chosen John Cosgrove.

The Greenbackers of Santa Barbara county have nominated a full ticket.

A vigorous war has been commenced in Chicago against the lottery business.

Sixty-five Chinese refused to surrender to 2,000 Peruvians, and all were killed.

The Massachusetts Greenback State Convention at Boston yesterday placed General B. F. Butler in nomination for Governor.

Brownsville, Tex., reported 36 new cases of yellow fever yesterday.

The woods are on fire on the Hudson near West Point, N. Y.

James Barber, missing since Saturday, was found drowned in Cave's Lake, near Boulder, Col., yesterday.

John Carroll was killed yesterday in a mine near Central City, Col., by a mass of falling rock.

The news regarding the threatened outbreak of the Sioux is confirmed.

The Connecticut Republican State Convention will meet at New Haven September 20th.

There is danger of another outbreak at the San Carlos reservation, and things look rather serious. This time it is the Tonto.

A man named Allen was fatally shot in a drunken fracas at Walla Walla, W. T., yesterday.

An Italian was arrested at Portland, Ore., yesterday, on a charge of murdering a countryman at Washington, W. T.

An Indian suspected of the murder of Dr. Hutcheson and son has been arrested at Yakima City, Ore.

Mrs. Peich, while returning home with her son, aged 12, in Moore's Valley, Yamhill county, Ore., was shot and killed.

Matters of interest will be found upon the inside pages of to-day's RECORD-UNION.

When Steneman introduced a resolution to make the second class fare 50 per cent. of first class rates, Mr. Coss explained to the members of the committee that while first class to Sacramento from San Francisco was \$3, second class was but \$1.50, and that generally second class fare was much less than 50 per cent. of first class. Whereupon Steneman introduced a resolution to make second class fare 50 per cent. of first class. All of which class showed that Steneman was merely seeking before the public the great North American cigarette regulator.

A correspondent at Fresno wants to know if Ben Chambers has a salary from the State while he travels over the State in the interest of G. W. Schell as a candidate for Congressman at large. We know that Ben Chambers is an officer at the Fresno State Prison, and it is said that he travels in the interest of Schell, a State Prison Director, for Congressman at large, but General McCool should be applied to for information, as to the payment of salary.

THOMAS MCCOON, of this county, is named as a possible candidate for Secretary of State on the Republican ticket. Mr. McCool is a well-known and public-spirited citizen, has held many public positions of trust and honor, and is now devoting his money and energies to the building of a road. In this age the man who causes a railroad to grow where formerly there was no means of transportation deserves well of his fellow-men.

This personal organ of George Hearst complains that the last Republican Congress increased the national expenditure by \$75,000,000. Well, the last Democratic President bankrupted the nation, ruffled the national credit, set on the edge of nullification until it had reached a rebellion which cost the nation \$75,000,000 to subdue.

The Red Bluff fire of Thursday night was the most destructive of any that has ever visited that city. The insurance loss will make a loud call upon the surplus of local insurance companies.

So far as reported, the candidates for Governor and other positions have given assurances to both sides of the delirious controversy that they are all right on the question.

THE CHINESE QUESTION AND THE PRESS OF SAN FRANCISCO.

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The war of secession was precipitated through the preponderance of local over national loyalty in the Southern States. The South Carolina Nullification had the same origin. Prior to 1865, however, the relative weight of state and national obligations was not conclusively determined. Since the close of the rebellion and the adoption of the constitutional amendments this question has been *res adjudicata*, and there is no excuse for any attempt to elevate state above national sentiment. Yet in the face of this fact the press of San Francisco, without distinction of party, has for years encouraged and approved the most barefaced endeavors to ignore, traverse and override the Constitution of the United States and the laws and treaties made under it, in connection with the Chinese question. The Legislature of the State has repeatedly been required to pass laws which were on their face so strongly antagonistic to the organic law of the nation that their invalidity was obvious to the meanest capacity. Nothing was more certain than that each and all of these discriminatory enactments would be declared unconstitutional so soon as the Courts passed upon them. Nothing was clearer than the duty of the Courts to pronounce them invalid. And yet the press of San Francisco has never hesitated to assail with the most unmeasured denunciation the Judges who have performed their plain duty. Unfortunately it is not difficult to discover the animus of this policy, but it is assuredly not easy to discover the wisdom of it. To abuse Judges who merely apply the law to the cases before them is alike unjust and irrational. It is most unfair to the objects of such vituperation, seeing that they have no option. It is most useless, seeing that the authority of the national Constitution will unquestionably continue paramount, no matter what sectional opposition is made to it.

It would seem to be the duty and function of a self-respecting and high-minded press to uphold the organic law, and whenever that law is sought to be evaded, to point out clearly the limits of possible State action. No good results can flow from any other course. Journals which attack Judges for simply performing their duty, and accuse them of improper bias because they do not recognize the lawfulness of enactments which an unprejudiced schoolboy must know to be in contravention of the Constitution, can only inflame the passions of the ignorant, and create in the public mind a sentiment incompatible with loyalty to the National Government. And it should be plain enough that the creation of such a sentiment can issue in nothing more practical and useful than the exhibition of impotent rage and discontent, such as disgraced the State on the occasion of President Arthur's veto of the twenty-years bill. Demonstrations of that kind cannot effect anything. On the contrary, they cause the public opinion of California to be regarded as altogether unreasonable and even seditious; and they alienate the sympathy of conservative and thinking men all through the country. No lawyer of any reputation, for example, would venture to deny the soundness of Judge Field's recent decision on the so-called laundry ordinance. But the San Francisco press has treated that decision as though, instead of being a simple application of well-established legal principles, it had been an arbitrary and despotic opinion, traceable only to some secret spring of malice in the mind of the Court.

Nor is this the worst of the matter. The journals referred to could not take Judge Field's argument as it stood, and contravert it, so they one and all misrepresented and garbled it, and declaimed fiercely against positions which the Court had not taken. To what practical end has this course pursued? It appears to us that it could only mislead the most ignorant. Intelligent men would be sure to read the decision of the Court for themselves, and when they perceived that the papers had so misconstrued its tenor, they would be very apt to conclude either that the able editors were preternaturally stupid, or very unscrupulous. Insulting and berating Judges in truth a very poor policy, when it is clear that they have done no more than their duty. If it is the purpose of the San Francisco press to create a public opinion in favor of nullification, it becomes possible to comprehend the policy pursued. Even in that case, however, it remains impossible to perceive the wisdom or soundness of the policy. California is an integral part of the Union, and must so remain. Her people must obey the national Constitution and the treaties made under it. It is completely useless for them to think of disobedience in this connection. The passing of unconstitutional laws and ordinances, such as the law and laundry ordinances, can effect nothing. All such enactments will be declared invalid by the Courts, and will have to be abandoned as soon as tested. And considering how many lessons of this kind the State has already received, it certainly seems nothing less than fatuous to persist in such attempts to do unlawful things.

The San Francisco press, however, does not appear to possess the moral courage to stand up for the right against an ignorant and prejudiced sentiment. It follows the crude ideas of the populace, and encourages the latter in the vainest and most futile of expectations. The plain fact is that all these unconstitutional laws and ordinances are the stepping-stones of demagogues, who hope to rise to power by pretending to do what every intelligent man knows cannot be done. And all the froth and cant and reckless vituperation of the San Francisco papers merely tends to help these demagogues. The public respect for the highest Courts in the land is undermined by all manner of unfounded and perverse accusations, to no other or better end than the bolstering up of some unprincipled politician, who is laughing in his sleeve at the gullibility of the masses all the time he pretends to be devoted to their interests. Our contemporaries do themselves discredit by their course in this regard. If they are so fearful of losing circulation or advertisements that they dare not tell the truth when it may run counter to the prevalent prejudice, it is certain that their cowardice will not save them long. At present they are drifting into an untenable position. By trying to magnify state's rights, and by seeking to belittle the supreme law of the land, they are sowing the seeds of mischief. Only calamity can come from the fruition of such seeds, and

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the Chinese problem cannot by any such course be advanced towards a solution. Those who cannot see this must be exceedingly obtuse, and those who willfully shut their eyes to it are certainly not trustworthy leaders of public opinion. Discriminating legislation against the Chinese will not be permitted, and that fact might as well be recognized first as last.

STENEMAN AS A REGULATOR.

General Steneman has been a failure in all his enterprises and occupations. A bad soldier, an unreliable Indian Commissioner, and a complete fiasco as Railroad Commissioner, his aggregate defects and demerits are now put forward by the Democratic press as sufficient reasons for electing him Governor. Throughout his public career he has sought to trade upon an insufficient capital, and has also endeavored to cloak out his meager resources with transparent lies. Having received the Democratic nomination for Governor he thought it would be a taking thing to pose in the Railroad Commission as a great regulator. Here as elsewhere, however, his intellectual deficiencies frustrated his undertaking. He had not given the transportation question enough study to comprehend it, and unfortunately for him, quackery cannot escape detection in such matters. He proposed what he pleased to call a reduction of passenger rates, no doubt hoping and expecting that his colleagues would refuse to vote for it, and that he would consequently be credited with a sincere desire to benefit the public. But his colleagues were very much better informed on the subject than he was, and at once pointed out that the changes which he proposed would, if carried into effect, enable the railroads to increase their rates, instead of reducing them. Steneman was quite unprepared for this opportune exposure of his demagoguery, and he could not meet it at all. It was made manifest to all who read the report of the proceedings of the Railroad Commission, that he did not understand the consequences of his own propositions, and that in fact he had endeavored to increase rates, while pretending to reduce them. And this is a fair illustration of Steneman's methods and character. He is perfectly willing to obtain all the credit possible from acts which he has not performed, and which he is incapable of performing. He is just the kind of man to make a thoroughly impracticable proposition, thinking that because it is rejected the public may accept it as a genuine measure of reform. It may be said that this is not the portrait of an upright man. Possibly not. But a man who has shown himself capable of drawing for twelve years money to which he had no shadow of a claim; who persists in holding offices which he cannot legally hold; who in short evidently cares more for the emoluments of office than for the faithful performance of its duties; cannot be classed with strictly moral citizens in any event. The obvious fact is that General Steneman is a demagogue; and no demagogue can be trusted.

INTERIOR CITIES AND TRANSPORTATION.

In a recent article in this paper we pointed out the fact that the advantages afforded to the interior by the transportation system of the country was necessarily a source of irritation to the mercantile interests of San Francisco. To more plainly elucidate this fact it needs only that a plain and simple narration of facts should be made. San Francisco, Sacramento, Stockton, Marysville, San Jose and Los Angeles are established through points. That is to say, freights from through points at the East are shipped to these places equally at the exact same cost. Freight from New York, Chicago or other Eastern commercial centers, are delivered in Sacramento at the same cost to the importer as at San Francisco. Then in the distribution of such freight the cities named above all sections supplied by them. For instance, for all places in the San Joaquin valley Stockton may become the commercial base and distributing center, because while receiving supplies at the same rates obtainable in San Francisco, the freight from Stockton to the consumers in the San Joaquin valley is less than from San Francisco. Similar illustrations may be made relating to the other through points named. If the mercantile interests of San Francisco controlled the rates, the advantages possessed by the interior cities would be so eliminated; while, on the other hand, if the mercantile interests of the interior cities controlled the situation, the advantages now possessed would be greatly augmented. It is in fact demonstrated that nearly all the agitation on the subject of freight and passenger rates is due to a desire to gain special and discriminating favors to any local complaint against existing conditions or facts. Both individuals and communities are seeking to serve their own interest, and hence rarely approved by one place or class are rarely acceptable to any other.

GLASCOCK ON THE SUNDAY LAW.

When he spoke in Sacramento Mr. Glascock has not a single word to say on the Sunday law issue. Now, however, he appears to have discovered that it is not safe to ignore that question, and in a speech to a San Francisco Democratic Club he endorsed the San Jose Sunday law plank, expressed a hope that the law would be repealed, and took square ground in favor of the abolition of the poor man's holiday. "Such laws," he is reported as saying, "were utterly inconsistent in a country that boasted of religious liberty." We are glad that Mr. Glascock has had the manliness to take a definite position against all Sunday laws, for that is precisely the attitude in which we would have the Democratic party. Some Democratic papers have hitherto tried to shuffle out of the issue, by pretending that the platform did not mean what it says. Mr. Glascock, however, realizes the futility of all attempts to evade the significance of the platform, and he consequently faces the music frankly. As a candidate for Congressman at large he must be regarded as good authority on this head. Henceforth, therefore, it will have to be admitted by the Democratic press that their party is committed to the abolition of Sunday, and to the promotion of temperance, vice, and the most debasing kind of servitude for the masses. For that is involved in the San Jose Sunday plank, and every thinking man knows it. We invite the attention of Democratic farmers especially

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to the position of Mr. Glascock on the Sunday law.

FOOTE'S PROTESTATIONS.

In a speech at Oakland W. F. Foote the other night said that "if elected he would do the railroad companies justice, but he would stand aloof from all direct 'connection with them.'" Precisely what the latter part of this remark means we do not know. But if Mr. Foote is prepared to do justice to the railroad companies he certainly has most grossly belied himself. In a former communication he stated that if elected he would at once advocate a twenty per cent. reduction in freight and fares, and after that he said he would be prepared to investigate, to see how much more of the railroad earnings could be confiscated. Now a man who will make such declarations either does not know what justice is, or he is resolved to set unjustly. For the twenty per cent. reduction proposed by Mr. Foote would under the circumstances be neither more nor less than an arbitrary and blind confiscation, not differing in any essential respect from highway robbery. If Mr. Foote has discovered that he cannot renege on himself to the people by such outrageous and iniquitous propositions, he perhaps has found it advisable to pretend a willingness to do justice. But from a dishonest candidate no justice or truth can be expected, and Mr. Foote proved himself to be a dishonest candidate when he announced his readiness to confiscate the property of his fellow citizens in the manner described. His present protestations, therefore, are altogether unreliable. A man who will take such pledges as he has can be trusted in nothing.

A WASTE OF TIME.

We see that Mr. Max Pracht has written another letter to the *Examiner*, defending himself against its libelous attacks upon him. Mr. Pracht, however, might as well give up an impossible enterprise. The *Examiner* is a private organ, owned by George Hearst, and conducted for the special purpose of gratifying his malice. If it was not supported with his money it would die to-morrow. It is not in any sense a public journal. It is utterly irresponsible, and its present object is to abuse the railroad. It does this in a characteristically crude and clumsy way, filling its columns with the most preposterous inventions and misstatements. But above all it is forbidden to tell the truth on this subject, and therefore Mr. Pracht cannot hope to obtain redress. The *Examiner* has taken a line which it may very safely be left to pursue without interruption. The motives of its hostility to the railroad are thoroughly well understood. Nobody makes the mistake of crediting it with honesty, or public spirit, or ability, or sagacity. It is a very poor specimen of the genus "organ," and Hearst is no doubt paying very dearly for his whistle. The *Examiner* will exercise little or no influence upon the campaign, and the more it raves and screams the less tolerable will it appear to the public. There is not the slightest danger that Messrs. Hearst, Toiv, Haggin et al. will be mistaken for public benefactors, or that their real object in carrying on this paper warfare will be lost sight of.

CURIOUS BLUNDERS.

The New York *Evening Post*, usually the most careful and accurate of journals, makes two strange blunders close together, in a recent issue. It speaks of General Sutter as the discoverer of gold in California, and it asserts that Henry George is an Englishman by birth. General Sutter had no more to do with the discovery of gold in California than the man in the moon. That discovery was made by James W. W. Marshall, who was at the time in partnership with Sutter in the sawmill at Coloma. It was in the millrace there that he found the first gold, and Sutter knew nothing about it until the following day, and even then he was shown to him he refused to believe in its genuineness until it had been tested with acid, and weighed in water. As to the *Post's* second mistake, Henry George is an American, born in Philadelphia, and he had never been in Europe until he went over there a couple of years ago.

EGYPT.

The situation in Egypt continues undetermined. The advance of the English forces is marvellously slow, and it would seem that if Arabi had any considerable resources he might, with the time at disposal, have intrenched himself very strongly. Meantime rumors of intended attacks are thick, but Sir Garnet Wolseley appears to have imposed so many restrictions upon the special correspondents that they are not able to convey as much information to the enemy as usual. What the world is interested specially in hearing, however, is the effect of this disturbed state of affairs upon the fellahs. For if the inundation of the Nile is not being properly distributed and attended to, it is quite possible that a famine may occur which will decimate the unfortunate people whose destiny forms the subject of the present quarrel.

PASSENGER LISTS.

It is reported that the Marine county delegates to the Republican State Convention are in favor of the nomination of G. W. Schell for Congressman at large. It is asserted, from well-informed sources, that this result was procured by the active efforts of the officers of the State Prison at San Quentin. If this is true, then the Board of State Prison Directors are running the politics of the State as political machines. It further accounts for the anxious efforts made to obtain positions on a Board where, under the Constitution of the State, only a reimbursement of reasonable traveling expenses was to be expected.

There should be a commission to regulate the use of places at public hotels. If a lady can play, let her do so with the soft pillow. But to deliberately go abroad to practice sales in a hotel parlor is a most refined cruelty to guests who may be innocent of crimes deserving a higher grade of punishment than the infliction of bag-pipes or the calliope.

Wires a Board of Education declares that it will not elect married ladies to the position of teachers in the public schools. It is proved that board has other standards of selection than the qualification of the applicants for educational positions.

It will afford a good idea of the vastness of the ocean to state that Judge Delmonico, of San Francisco, and Judge Clark, of Sacramento, can go in sailing at Santa Cruz at the same time without raising the tide.

By continued reductions in the pay of time players, the Western Union Telegraph Company is losing its most skilled operators and reducing the efficiency of its service.

It is estimated that at least 2,000 citizens of Sacramento are absent from home at the various popular places of summer resort.

SAN FRANCISCO.

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The Death Record—Veterans' Home Association—Mechanics' Fair—Railroad Construction—Death of a California Author—The Case of Matt Watts—Work on the Panama Railroad—Suspended—The Railroad Tax Cases—Etc.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

Assessment—Annual Meeting of a Mining Company.
SAN FRANCISCO, August 18th.—An assessment of \$1 per share has been levied by the Sierra Nevada Mining Company. The annual meeting of the Martin White Mining Company was held at San Francisco yesterday, at which the old directors were re-elected. The old Directors were unanimously re-elected, as follows: C. H. Stanyan, President; E. D. Sawyer, W. E. Norwood, R. P. Clement, J. C. Adams, C. H. Stanyan, President; Annie Merrill, Vice-President; the Anglo-California Bank, Treasurer; Henry Harrison, Superintendent; J. C. Adams, Secretary.

Space Not to Prejudice.

SAN FRANCISCO, August 18th.—The Board of Directors of the Mechanics' Exposition has resolved to the effect that exhibitors coming in after to-day (Friday) will be allowed space, but will not be permitted to compete for premiums.

Railroad Construction.

SAN FRANCISCO, August 18th.—Work on the Southern Pacific Railroad in Texas is going slowly forward. Dispatches received from there say that the track is at present laid a distance of 37 1/2 miles from the end of the bridge across the Rio Grande near El Paso. It is thought a junction will be effected with the existing line running north from San Antonio by October 1st.

On the Atlantic and Pacific track is laid

forty-nine miles east of Mohave, and surveys and graded track for about 100 miles farther. In this distance there is only one station, located at a point twenty miles from Mohave, where a good supply of water was obtained from an artesian well. Graders, construction trains and surveyors have been busy at work on the road that is to connect Willow with the main track. This road will probably be completed by the middle of September.

San Francisco, August 18th.—In the

railroad tax case of Kern county vs. The Southern Pacific Railroad Company, the motion to permit the Attorney-General of the State to be entered of record for the purpose of arguing and submitting in the United States Circuit Court. This morning Judge Sawyer denied the motion. It is thought that this decision will apply to the railroad tax cases now pending in this Court.

The Foundered Steamer.

SAN FRANCISCO, August 18th.—Work on the foundered steamer *Albatross* continued until next morning, owing to the wind and weather prevalent outside the Heads. The *Albatross* Towing Company still have some hopes of raising the wreck. The statement that she is breaking up is not credited. It is stated that two of the divers reported her to pieces, and that divers at another time said she was all tight and sound. The *Albatross* has been given up, being entirely too small, and unsuited for the purpose. It is intended to secure a schooner of about 100 tons, and fifty tons, and negotiations for one are at present in progress. If the steamer cannot be raised, the wrecking company will blow her to pieces and obtain the salvage on the machinery. On deck, besides other things of value, there are four stationary winches. Dispatches from the wreck state that on and after September 30th a life boat will be anchored over the wreck in place of the present life-boat.

Death of a California Author.

SAN FRANCISCO, August 18th.—An occurrence of the funeral of one of the few California contributors to technical literature, and whose works were recognized by those of his profession all over the world. George Kustel, the well-known mining engineer and metallurgist, died on Wednesday evening last after a brief illness. Kustel was connected with the pioneers and roughing it out of the gold mines for a number of years, he had fit opportunity of applying the knowledge gained at the technical schools, and until the breaking out of the Washoe excitement. There he started works on the *Tyrol*, and in the meantime he had introduced the roasting and leaching process at the *Ophir* mine. His metallurgical knowledge was applied in many ways to good advantage in the work of the *Ophir*. Mr. Kustel invented several mechanical appliances for mining, and also introduced many improvements in the processes. His method of blowing-pipe assay for quicksilver is printed in all European works.

The Death Record—Veterans' Home Association—Letters Granted.

SAN FRANCISCO, August 18th.—The number of deaths reported at the Soldiers' Home for the week was 91—2 more than during the corresponding week of last year. To-day the Executive Committee of the Veterans' Home Association visited the Loma Park property near Berkeley, which has been offered as a donation for the site of the proposed Soldiers' Home. To-morrow they will visit three or four other places in the Southern Pacific Railroad, between this city and San Jose. This will finish up all their work of this character. Next Thursday the Board of Directors will meet, and will probably on that day decide upon their choice.

Waterman, nephew of Joseph Waterman,

deceased, have been granted letters of administration on his estate, with bonds fixed at \$100,000. The Clerk of the Superior Court is in the firm of Neustatter Bros.—is estimated at \$10,000.

Matt Watts Arraigned and Refuses to Plead.

SAN FRANCISCO, August 18th.—In the United States District Court, this morning, William Watts, first mate of the American ship *Gatherer*, was arraigned to plead to the four indictments returned against him by the grand jury. One of the indictments charges him with beating and wounding ten of the crew on the high seas; the second charges him with the murder of John T. Paton, a crew member of the *Gatherer*, with a cutting knife; the third with assaulting with a dangerous weapon, and the fourth with beating and wounding another crew member. The *Gatherer* is a smaller than any of the crew with the exception, perhaps, of the boy Adlung, who is the reading of the indictments, and when called upon to plead refused to do so. The Court asked him if he had counsel, when Watts replied that he had not, but that he expected to hear from a friend this afternoon, who would serve counsel for him, and that he desired further time. The Court advised him to plead not guilty, which plea could be withdrawn at any time by his counsel. He so desired. Watts, however, refused to plead, and upon his motion, was given till next Wednesday to plead.

PASSENGER LISTS.

CARLIN, August 18th.—Passed here to-day, to arrive in Sacramento to-morrow: C. L. Paton, H. Frank and wife, from Los Angeles; Charles Lemon, H. Kahn, M. H. de Young and wife, Mrs. W. E. Eaton, E. S. Freeman, W. F. Gibson and wife, from the Southern Pacific Railroad, between this city and San Jose. This will finish up all their work of this character. Next Thursday the Board of Directors will meet, and will probably on that day decide upon their choice.

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SAN FRANCISCO, August 18th.—In the United States District Court, this morning, William Watts, first mate of the American ship *Gatherer*, was arraigned to plead to the four indictments returned against him by the grand jury. One of the indictments charges him with beating and wounding ten of the crew on the high seas; the second charges him with the murder of John T. Paton, a crew member of the *Gatherer*, with a cutting knife; the third with assaulting with a dangerous weapon, and the fourth with beating and wounding another crew member. The *Gatherer* is a smaller than any of the crew with the exception, perhaps, of the boy Adlung, who is the reading of the indictments, and when called upon to plead refused to do so. The Court asked him if he had counsel, when Watts replied that he had not, but that he expected to hear from a friend this afternoon, who would serve counsel for him, and that he desired further time. The Court advised him to plead not guilty, which plea could be withdrawn at any time by his counsel. He so desired. Watts, however, refused to plead, and upon his motion, was given till next Wednesday to plead.

PASSENGER LISTS.

CARLIN, August 18th.—Passed here to-day, to arrive in Sacramento to-morrow: C. L. Paton, H. Frank and wife, from Los Angeles; Charles Lemon, H. Kahn, M. H. de Young and wife, Mrs. W. E. Eaton, E. S. Freeman, W. F. Gibson and wife, from the Southern Pacific Railroad, between this city and San Jose. This will finish up all their work of this character. Next Thursday the Board of Directors will meet, and will probably on that day decide upon their choice.

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